

THEY ARE GOING

CEAN VIEW is the place to spend the good old summer time.

are selling—and selling fast.

People appreciate Ocean View as evidenced by the great crowds that go there every year.

THESE crowds are continually increasing each year, and the demand for We realize this from the fact that our lots cottages was never so great as this season.

Cottages at this most beautiful resort rent for from \$150 to \$600 for the season.

Think of it! Your tenant will pay for vour house and lot.



FISHING

BOATING

BATHING



Ocean View Lots

These lots are adjacent to lots that have sold for from \$200 to \$1,000. We are getting these lots into the hands of people who are going to build.

Every house that goes up will increase the value of your lot.

Where is our property? Only five minutes' walk along the beach from Ocean View Hotel. Electric car service through this property.

We are convinced that whether you are in search of pleasure or prosperthat no other equal opportunity can be found as this we offer you.

Call and see us and let us talk over the matter.

BATHING

FISHING

BOATING

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Ocean View Cottage Co.

1114 East Main Street,

RICHMOND, VA.

COUPON.

Fill up with name and address, cut out and mail to View Cottage Company, 1114 East Main Street,

What He Got in the Scrap Heap Is Found to be Worth Millions.

TRIP THROUGH FRENCH SHOPS

Five Hundred Acres of Valuable Machinery-Fortunes in Copper, Brass and Zinc.

By Frank G. Carpenter.

A Seven Million Dollar Scrap Heap.

special train over the Isthmus, visiting warehouse after warehouse and yard after yard, examining the material as it lies upon the shelves and out in the open. I despair of giving you an adequate idea of its quantity and variety. There are, all told, 115 great storelouses, fifteen enormous warehouses and forty-one parks special train over the Isthn

THE VALUE OF CHARCOAL,
Few People Know How Useful it is in
Preserving Health and Beauty.
Nearly everybody knows that charcoal
is the safest and most efficient disinfectant and purifier in nature, but few
realize its value when taken into the human system for the same cleansing pur-

pose.

Charcoal sweetens the breath after take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of

Charconi sweetins the Breath attersmoking, drinking or after eating onlors and other odorous vegetables.

Charcoal effectually clears and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

further acts as a superior state of the construction of the construction of the construction of the construction of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are composed of the finest powdered Willow charcoal, and other harmless antiseptics in tablet form or rather in the form of large, pleasant tasting, lozenges, the charcoal heing mixed with honey.

The dolly use of these lozenges will goon tell in a much improved condition

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and nure blood, and the beauty of it is, that no nossible harmon result from their continued use, but on the contrary, great benefit.

A Buffale physician in speaking of the benefits of charcoal, says; "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; i also believe the liver is greatly benatited by the daily use of them; they cost but twenty-five cents a box at drug stores, and although in some sense a patient preparation, yet I believe I get more and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal tablets.

from the Atlantic to the Pacific. The contents of the buildings and yards

Where can you find such terms?

Ten dollars cash and \$5.00 per month. How about interest and taxes? You need not worry about that.

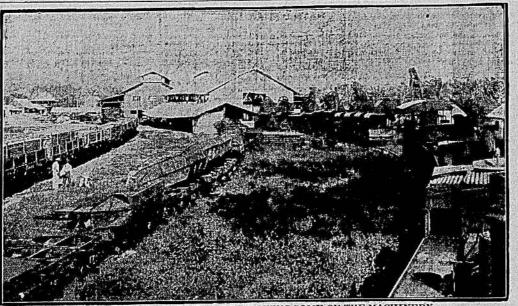
are so great that I venture they would

We charge no interest and pay taxes until you pay in full for the lot.

to pay cash. Our prices are reasonable.

We will sell you a lot, size 50 feet by 150 feet, for from \$125 to \$250.

We will allow 10 per cent. discount on balance you owe any time you wish



THE CANAL SHOPS AT EMPIRE, SHOWING SOME OF THE MACHINERY

nothing, and the Admiral thereby saved the United States just \$7,000,000. The French Account Book.

The idea prevails that the French kept no accounts of anything, that they took no care of their machinery and that everything we received was rusted and rotten. That is not so. The best of machinery was kept under cover, of it was painted with white lend, coal oil was squirted over bolts,

As to bookkeepers, I doubt wheth the French have their equals, I looke As to bookkeepers, I doubt whether the French have their equals. I looked yesterday over the ledgers which contains a like from the larges which contains a like a list of these supplies. The pages are clighteen of these books, each as high as a table, as thick as the biggest family Bible and as heavy as a tenyear-cid boy. Each is bound with brass plates at the top and bottom, making it look more like the missal of a monastery than a business account book. To give an idea of the size I had Paymater Jackson hold one of the books open while I photographed it. Bach ledger contains five hundred pages. There are eighteen books, so that they have, all told, 60,000 pages, all covered with figures. Paymaster Tobey says that duplicates of these books were kept in Paris, and that the hundreds of thousands of items scattered through the storchouses, sheds and parks are so carefully labeled to correspond with the ledgers that he can give an order from them and be sure that the supplies will be found in the storchouse as here registered.

The system of secount keeping is much the same as that of the United States

tored.
The system of secount keeping is much the same as that of the United States Navy, and the books are of great value to the Material and Supply Department, which has to know where everything is and be ready to furnish it at a moment's nutice, whicher it be a pound of nails, or a pair of solssors, a steam barge or a locomotive.

enough to lay 176 miles of standard guage, and more than sixty-five miles of narrow gauge. There are 5,000 dump cars, the most of which can be used; and there are 5,000 trolleys for carrying dirt away from the canal. The most of the railroad material is good find the dump cars are now being repaired and remodeled. The locomotives, when cleaned and olied, are found to move, all right; and the engineers tell me some of them are even better than any which can be purchased to-day.

Our Big French Dredges.

Our Big French Dredges.

My trip over the canal was made in company with Paymaster E. C. Tobey, the chief of the Material and Supply Department, Paymaster V. S. Jackson, his assistant, and Curl A, Strom, the mechanical engineer in charge of all the machinery on the Isthmus.

We began at Colon and traveled from station to sintion, taking plenty of time to go through the larger warehouses and to investigate the condition of the materials there stored. We examined the steam dredges lying out in the open, both at Colon and La Boca. These are now being repaired and they will soon be doing active work on the canal. At—Colon we impected one dredging vessel made of steel which was 200 feet long and forty feet wide, and which is worth to Uncle Sam as it stands \$75,000. It has three enormous cranes on it, one of which will lift twenty-ive tons. The barge is equipped with engines and the only repairs needed are at different places in the hull. This is covered with barnacles, which must be scraped off dud the holes made by the salt water patched up.

Next this vessel lies a Scotch dredge with a chain of great dredging buckets upon it. It is practically whole and Paymaster Tobey estimates that it is worth about \$100,000. Bach hucket will carry a barrel of material. The chain to which the buckets are fastened is made of links weighing, I judge, 100 pounds each.

Standing on this Scotch dredge to

a lecomotive.

The French Balance Sheet.

Before I take you through the shops let me mention some of the larger items on the French balance sheet. The small ones are so many that their names alone would fill a page of this newspaper.

We have here on hand 57 barges, 38

pounds each.

Standing on this Scotch dredge I counted forty other vessels belonging to the canal from where I stood. Some in the water with only their tops showing, others were floating, but all can be raised and used. These vessels are worth all the way from \$50 cach for sorap iron up to \$100,000 each, pounds each.

ing other workmen are putting together a steam launch wheh was brought down from the Culebra cut twelve miles away

The Shops at Colon.

I despair of describing the warehouses. Those we visited at Colon covered at least ten acros, some of the buildings being 700 feet 'long. These buildings are reofed with galvanized iron. They are lined with shelves and divided into sections by cases containing all sorts of materials. Some articles are carefully winned in maner. of materials. Some articles are con-fully wrapped in paper, others stand upon the floor, and others hang from the roof. I noticed, for instance, 1,000 coal oil torches for night work, tied to the rafters. Just below was a to the rafters. Just below was a small haystack of lamp wicks, and about a car load of glass chimneys. Along the side walls were blus of nails and screws and above them several carloads of tool handles. In that one warehouse are enough brais to stock the hardware stores of New York State, and in addition hogsheads upon hogsheads of zine tacks for rooting. Paymaster Tohey estimates that there is at least \$250,000 worth of stuff in that warehouse.

Fortunes in Brass and Copper.

In one place I saw \$10,000 worth of sheet copper in plates as large as a library table, and farther on plles of zinc and sheets of lead. There are tons of copper as bars to be used in the repair of machinery, great quantities of brass and bale upon bale of steel and brass wire. There are warehouses at Ancon which contain similar material, and also at other stations along the line of the railire road, Some of the raw metal on hand is worth from 18 to 20 cents a pound, and it is remarkable that it has not been carried away.

Heavy Machinery Worth Millions,

Leaving Colon, we walked through acress covered with car wheels and galvanized from water pipe to the train and went to Monkey Hill. There we visited a storehouse which cost about \$40,000 to build. It is fifteen years old, but is in excellent shape, both as to roof and floor thinbers, and \$2,000 or \$3,000 will put it in thorough repair. Standing at the entrance, one sees a great bxpanse of iron plates, wheels and heavy mathinery, work. There is a vast deal of Effel Fortunes in Brass and Copper.

lock stuff which is as good as when it was laid down. It originally cost millions. A raliroad track runs through the warehouse, and it has all the facilities for handling heavy materials.

Lying outside it are thousands of Decauville car wheels, rails and heavy machinery, Inside are shearing machines, pumps and lathes. There are ten concrete mixers with stationary engines. These have never been used, and they are equal to just so much money in the making of the canal, as all sorts of dams and other concrete construction are demanded. Mechanical Engineer Strom tells me that two men can in one week he says that they will probably mix 100,000 barrels of cement within the next few years. In addition to this material the building contains three span bridges ready to be put across the Chagres or some of its tributaries.

Chagres or some of its tributaries.

Mr. Tobey thinks this warehouse too valuable to be used as a shed to cover old machinery. He says its present contents will be taken out and the structure formed, into a great warehouse for the canal work.

In Monkey Hill Park.

Not far from this is what is known as Monkey Hill Park. The word park was used by the French to indicate the yards in which their heavy machinery was stored out of doors. There are a number of these parks, each containing about ten acrès, and each covered with structural material of various kinds, worth altogether hundreds of thousands of dollars, Here is a pile of iron plates, and there one of steel rails laid, up like cord wood iron, and farther over enough galvanized iron plates, it would seem; to roof Uncle Sam's strip. The galvanized iron here is superior to any made now. It is better coated with zinc, and will last much longer than ours. That on some of the buildings is twenty-five years old and still good. In these parks are to be seen

track. The railroad locomotives are usually good, and many are already in use. Some were made in Belgium, and Mr. Strom says that they would now cost about \$5,000 a piece. Some of these have

labout \$5,000 a piece. Some of these have been repaired for \$250 each, and they work as well as if new,

At Bohlo I was shown a large locomotive crane, of which there are 257 on the 1sthmus. New ones would cost at least \$6,000 a piece, but the French cranes are in good condition, and the mechanical engineers are adapting them to our work.

work.

In this same place there is about a quarter of a million dollars' worth of dump car trucks, and also some engines, which would cost in the neighborhood of \$10.00. The latter are lying out in the sun, but the metal is in good condition, although the wood has been enten away by white ants. This machinery will be cleaned, repaired and put into use. In the sheds nearby are boilers for engines of various kinds. They are on wheels and can easily be moved to the machine shops.

shops.

As I went through one warehouse I scarced a flock of buts out of a locomotive; and upon testing another was attacked by a swarm of yellow jackets which had mude its nest inside the boiler. Lizards, including iguanus, were crawling here and there among the car wheels, and we had to to walk carefully for fear of the snakes.

open, are a large number of stallonary engines used for operating trolley ropes to carry the earth in buckets away from the canal. They will be of no use for the purpose for which they were intended, but the mechanical department may be able to do something else with them. There are also hoisting machines lying in the bushes, which are in good condition, with the exception of the wood work. Indeed, all of the French machinery, is so well made that it will stand the wear and tear of the Isthmus much better than ours. The trouble with much of it is that it has become obsolete, new labor and time-saving inventions having

"Results" the Watchword.

Indeed, it takes brains and good judg

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SODA AND CIGAR

BROAD-STREET BRANCH

BRANCH R. ALLEN'S

MILLER'S DRUG STORE

E BEG TO ANNOUNCE the opening of our Broad Street Branch of Branch R. Allen's at T. A. Miller's, 519 East Broad Street, and the installation of the Finest Soda Foun-

tain in Virginia, built by American Soda Fountain Company, the modern, new style "Innovation," built on scientific, principles and artistic lines. This magnificent fountain is constructed entirely of Sienna marble, with silver decorations and trimmings-no wood being used-hygienic in every sense. We give you a face-to-face service quick and cleanly. Delicious, pure fruit syrups. The best of everything.

A Single Call Will Convince You.

see Special Attention to Ladies.

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